

Amendments to the Claims

This listing of claims replaces all prior versions and listings of claims:

Listing of Claims:

1. (Currently amended) An engine fastening structure comprising:

a cylinder body;

an aluminum alloy crankcase;

a crankshaft disposed in the crankcase;

a bearing bracket made from iron alloy;

a ~~crankshaft~~ bearing ~~disposed around~~ portion surrounding a journal portion of the crankshaft;

~~an iron alloy bearing member for supporting the crankshaft bearing that is insert cast in the aluminum alloy crankcase, the bearing member comprising a bearing portion surrounding the journal portion of the crankshaft,~~

a bearing collar that is fit into the bearing bracket, is formed as a separate unit from the bearing portion, ~~wherein the bearing collar is fit into~~ and holds the bearing portion and ~~the crankshaft bearing is fit into the bearing collar,~~

wherein the bearing bracket comprises a plurality of connecting boss portions ~~integrally formed in the bearing member and~~ extending toward the cylinder body from ~~sides of the bearing portion, the plurality of connecting boss portions being~~ situated on opposite sides of a cylinder axis as viewed in a direction in which the crankshaft extends, and

connecting bolts screwed into the connecting boss portions to connect the cylinder body to the crankcase.

2. (Currently amended) An engine fastening structure as set forth in Claim 1, further comprising:

a case side flange portion integrally formed on the cylinder body and connected to the crankcase with the connecting bolts,

wherein the connecting bolts overlap the ~~crankshaft~~ bearing portion as viewed in a direction in which ~~[[a]]~~ the cylinder bore axis extends.

3. (Previously presented) An engine fastening structure as set forth in Claim 1 or 2, wherein the connecting boss portions overlap the cylinder bore axis as viewed in a direction in which the crankshaft extends.

4. (Currently amended) An engine fastening structure as set forth in Claim 3, further comprising:

a balance shaft disposed in a vicinity of and in parallel with the crankshaft, wherein the balance shaft is supported by the iron alloy bearing ~~member~~ bracket.

5. (Currently amended) An engine fastening structure as set forth in Claim 4, wherein:

the crankcase is divided into left and right case portions in a direction in which the crankshaft extends, and

the bearing ~~member~~ bracket is embedded in a side wall of each of the left and right case portions and supports left and right journal portions of the crankshaft.

6. (Currently amended) An engine fastening structure as set forth in Claim 5, wherein:

the balance shaft rotationally supports a balancer weight and is also a connecting bolt connecting the left and right crankcase portions together, and

a flange portion abutting an outer surface of the bearing ~~member~~ bracket is formed at one end portion of the balance shaft, and a threaded portion on which a nut member is screwed is formed at an other end portion of the balance shaft.

7. (Previously presented) An engine fastening structure as set forth in Claim 6, wherein a cylinder body side end face of the connecting boss portion is positioned inwardly without being exposed to a cylinder body side mating surface of the crankcase.

8. (Currently amended) An engine fastening structure as set forth in Claim 1, wherein a gear is provided on the crankshaft closer to a shaft end side than the ~~crankshaft~~ bearing portion, and an outside diameter of the bearing collar is larger than an outside diameter of the gear.

9. (Currently amended) An engine fastening structure as set forth in Claim 4, wherein the bearing ~~member~~ bracket comprises left and right bearing ~~members~~ brackets, and the balance shaft is suspended by the left and right bearing ~~members~~ brackets.

10. (Previously presented) An engine fastening structure as set forth in Claim 9, wherein the balance shaft is situated between the crankshaft and the connecting boss portions as viewed in a direction normal to a plane containing the cylinder bore axis and a crankshaft axis.